

# Capital Metro Project Connect Gateway MetroRail Downtown Multimodal Station



City of Austin – Pedestrian Advisory Consultation

January 12, 2014



# From Temporary to Permanent

**Downtown  
Station**



- Urban Integration with Existing Context and Activity Centers
- Complete Multimodal Integration
- Future Modes – Urban Rail
- Two Platforms Three Tracks Station Configuration (If Possible)
- Station Patron Amenities Upgrade
- Improve Pedestrian Safety and Passenger Experience
- Improve Station - Long Term Terminal Operation Requirements

# An Opportunity

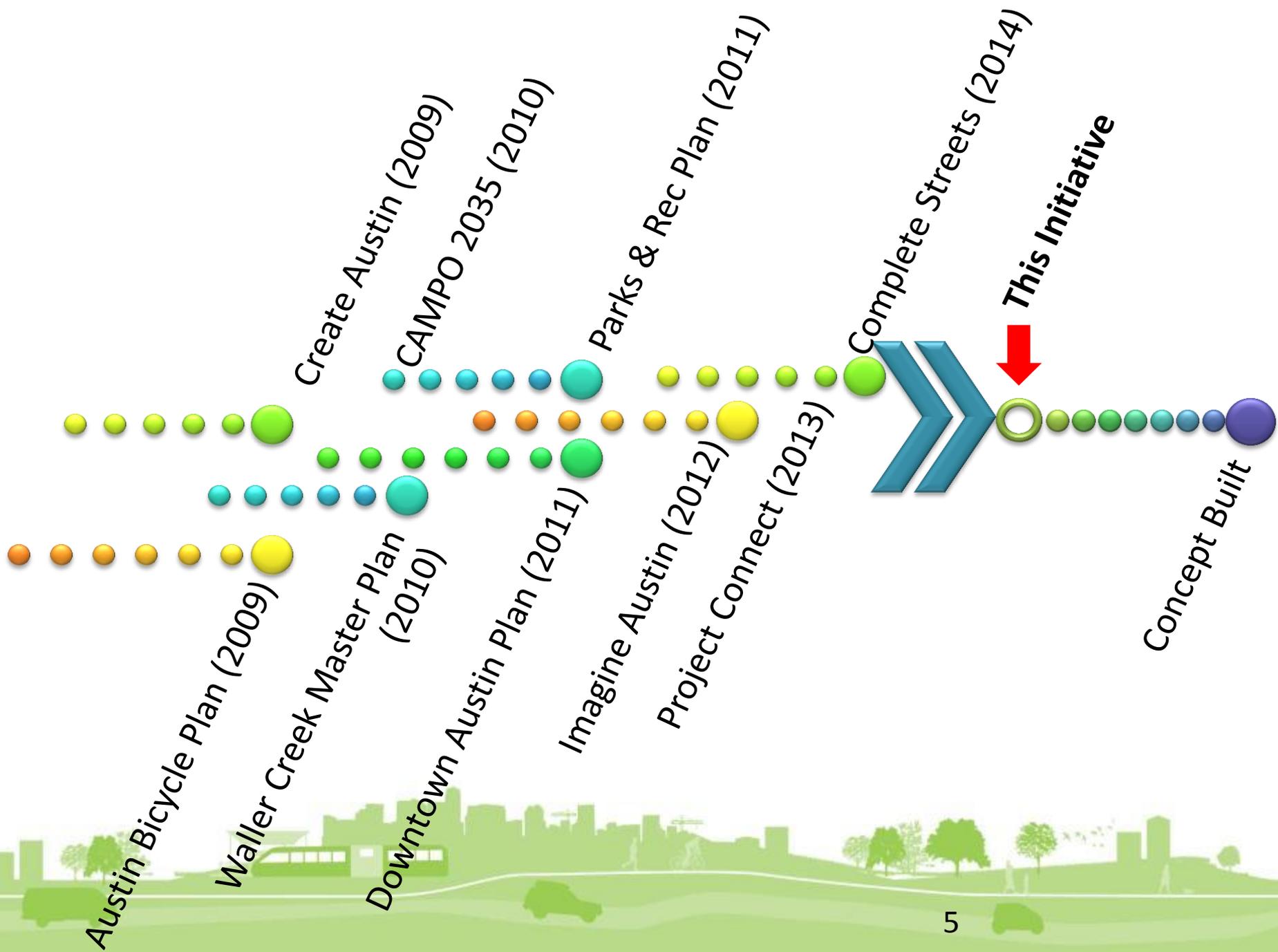
- Convention Center
- Hilton
- Park and Museums
- Fire and EMS Facility
- Hotel and Residential Development
- Transit Improvements



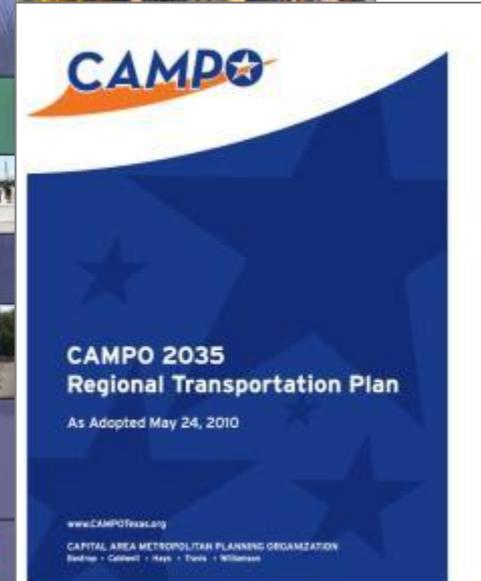
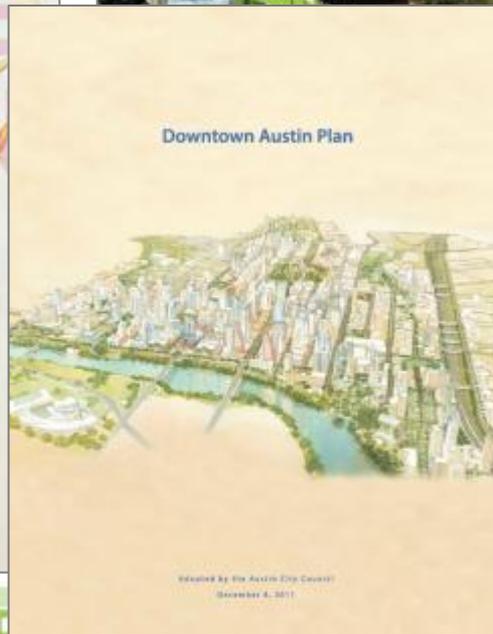
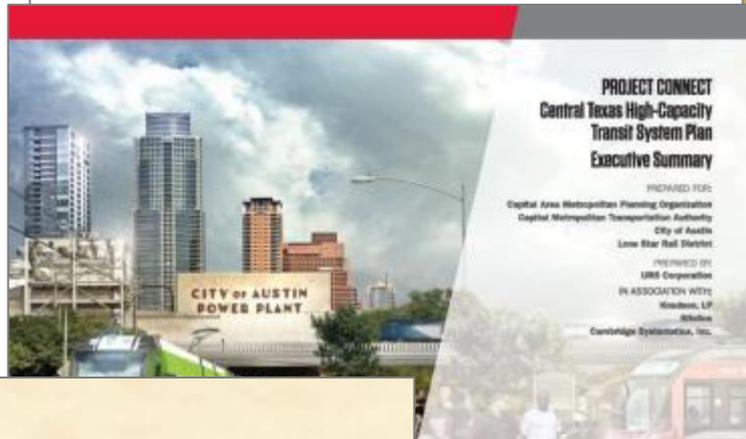
# Goals

Take advantage of this opportunity to:

- Effectively collaborate
- Integrate transit users with activities and amenities surrounding the site
- Build a constituency and increase potential funding opportunities (federal, state, and local grants)
- Create a vision for mobility infrastructure that ***works together with the built environment to shape and define a place supports Austin's livability***

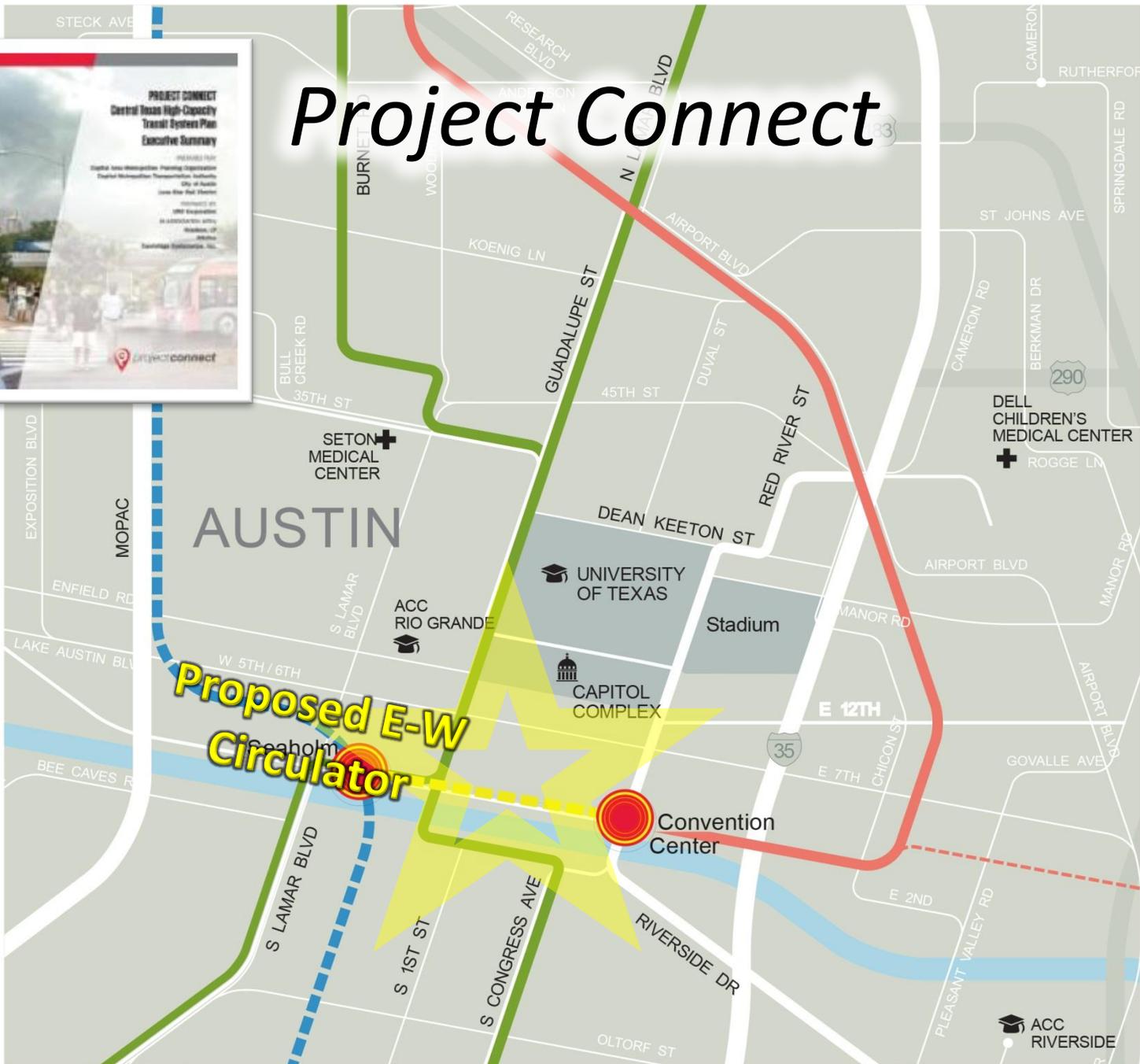


# Previous Planning Efforts





# Project Connect

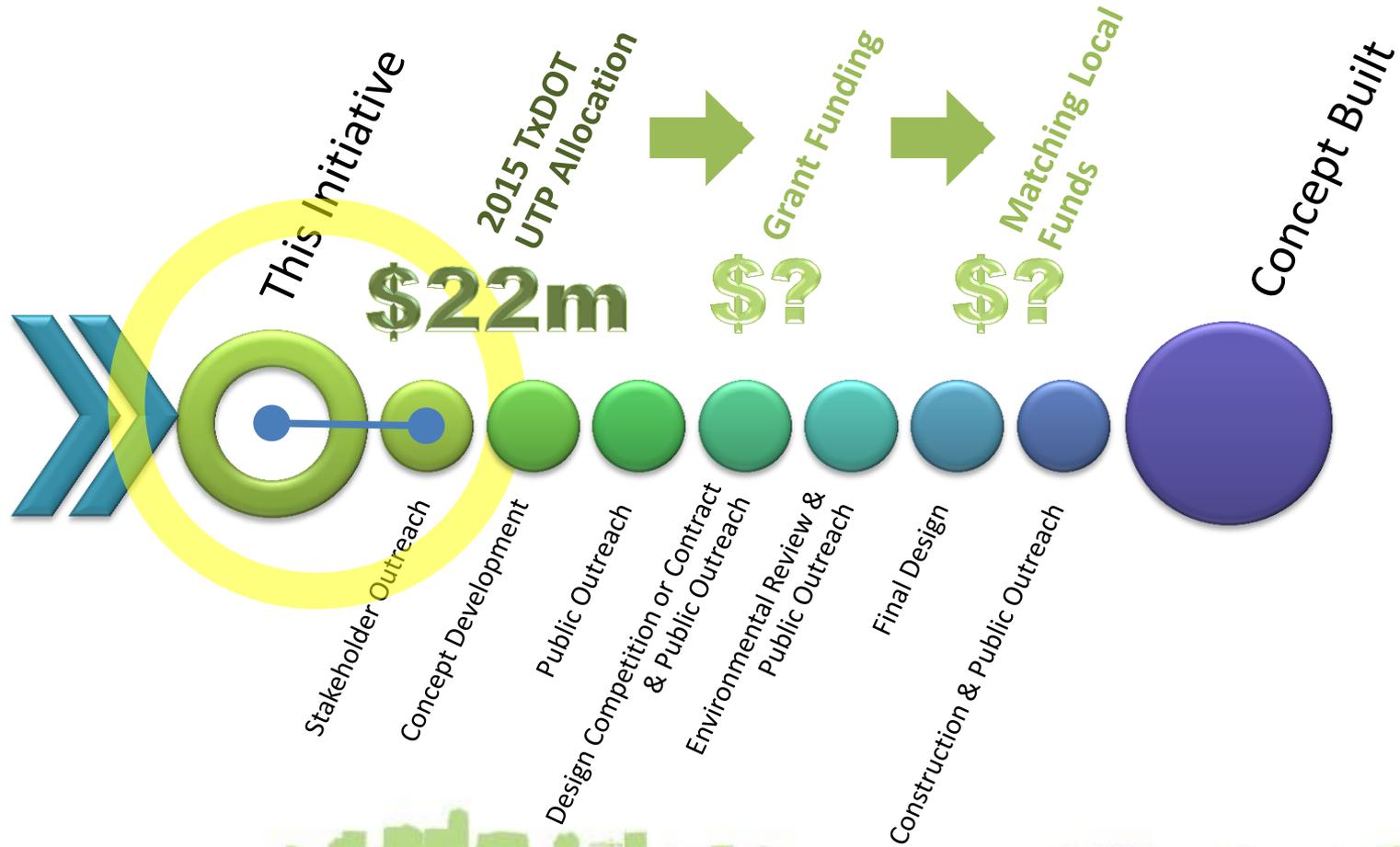




# “Emerging Projects”



# Timeline to Implementation



# TxDOT June 2014 UTP Allocation

- \$50M awarded to Capital Metro
  - \$28M for four additional vehicles to increase frequency on the Red Line
  - \$22M for a permanent downtown station

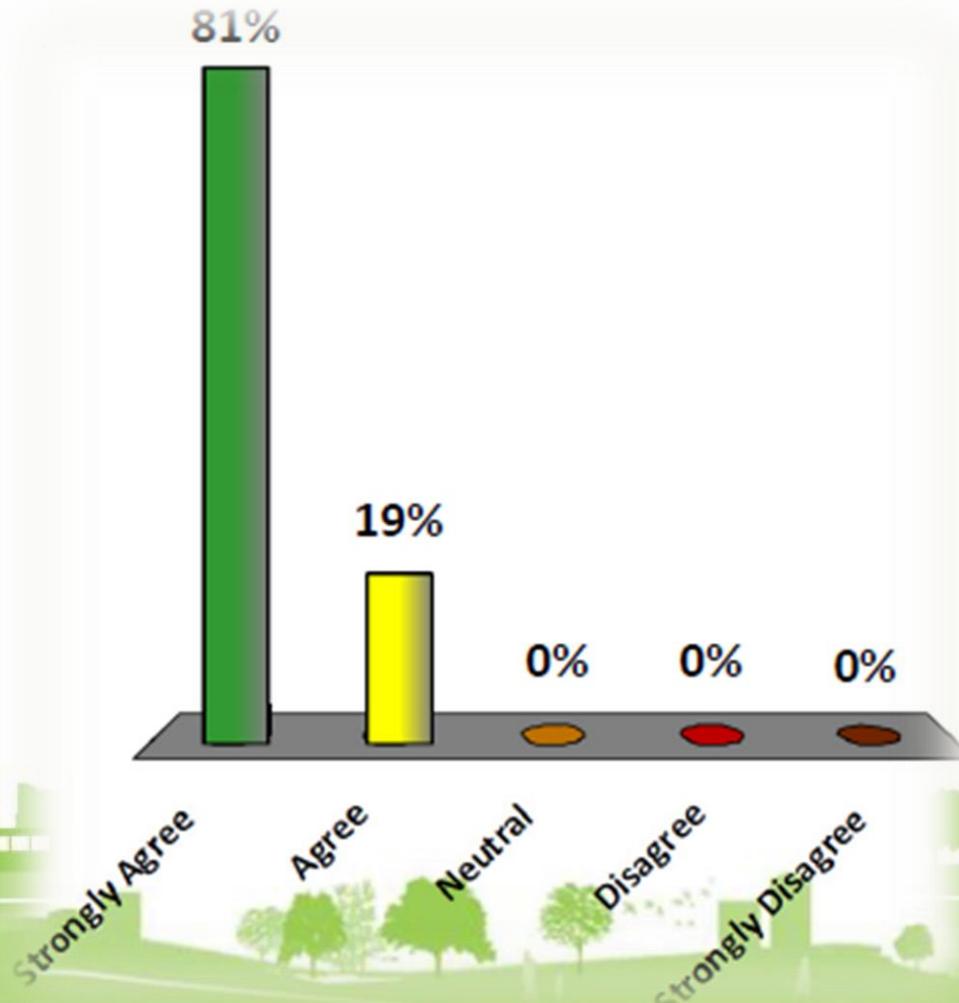
This is in addition to \$11M in federal TIGER funding received in 2013 for related Red Line upgrades



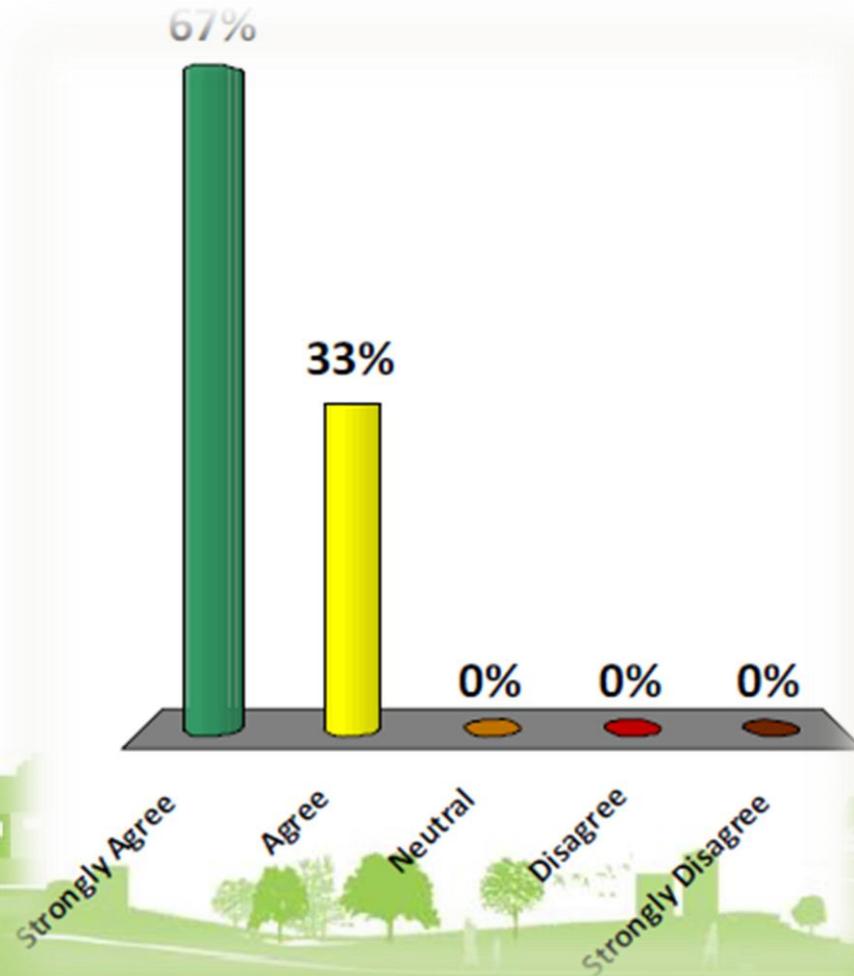
# Initiative Timeline



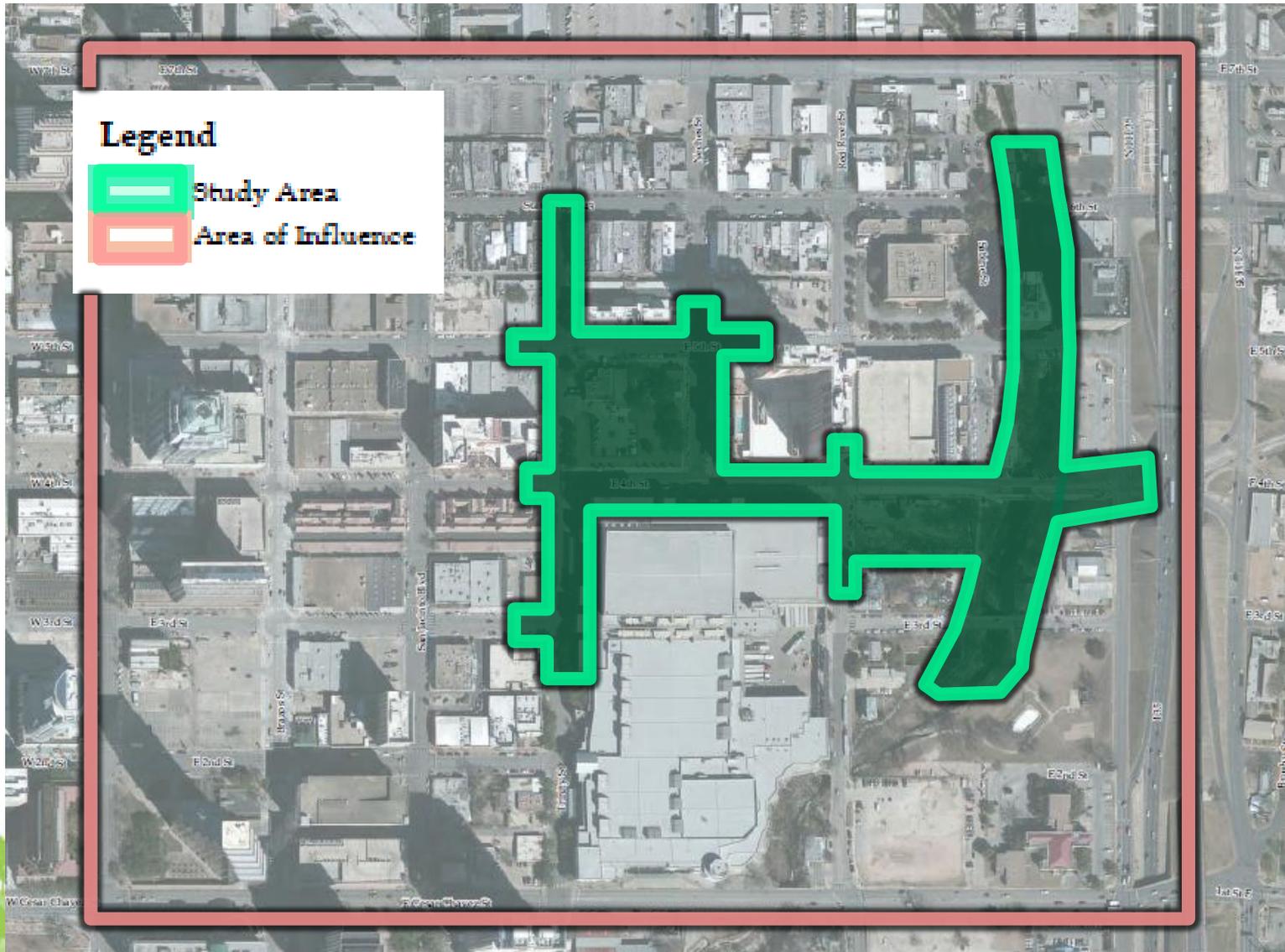
“This initiative represents an opportunity to create a more vibrant place in downtown Austin”



“We have a better chance to create a more vibrant place in downtown Austin if we work together”

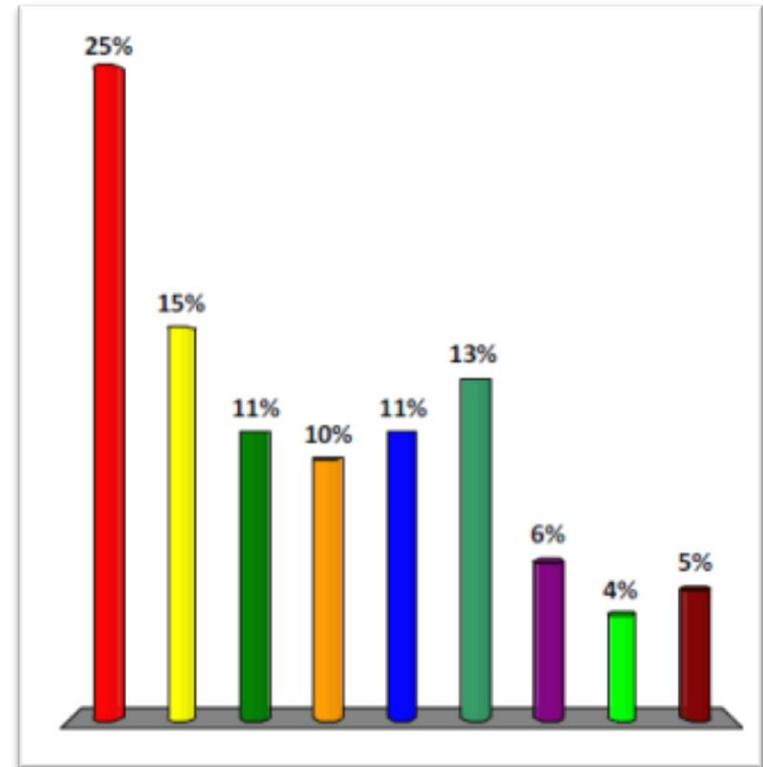


# Stakeholder Identified Boundaries



# “Rank the top 5 constraints in order of their importance to you for this initiative”

1. **25%** Relocate AFD/EMS Function
2. **15%** Presence of multimodal hub and consider future expansion
3. **13%** 4<sup>th</sup>, 5<sup>th</sup>, Neches, Red River traffic circulation
4. **11%** LAB alignment & pedestrian connectivity to nearby areas (such as Waller Creek)
5. **11%** Hilton and Convention Center operations, access, and plans
6. **10%** Historical significance of state-owned Square

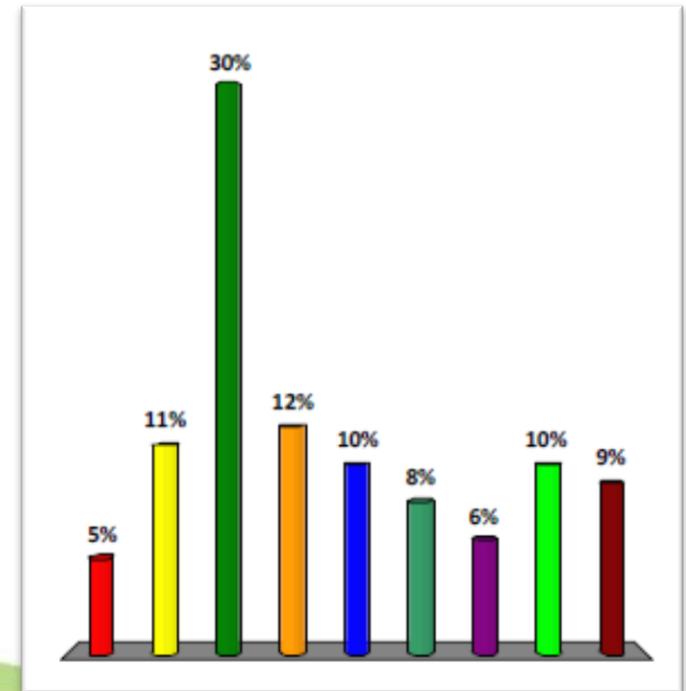


**6%** trees & green space, **5%** public space operations & maintenance, and **4%** limited space for events, functions, and increasing activity

“Rank the top 5 **functions** in order of your preference for this initiative”

# 1. **30%** Gateway for downtown Austin

2. **12%** Pedestrian & bicycle circulation & connectivity
3. **11%** Front yard for CC/Hilton/flexible diverse use public space
4. **10%** Public services (restroom, water, etc.)
5. **10%** Vehicular circulation & connectivity
6. **9%** Repose/shade/shelter
7. **8%** Safety & security
8. **6%** Active supportive edge/adjacent uses
9. **5%** Convention space



# What is a Gateway?

- ***A confluence of regional transportation modes providing a primary access point and “first impression” of downtown***
- An effective gateway encourages and supports a diverse mixture of activities and land use
- Should be iconic, memorable



# How have other cities created Gateways?

## Pioneer Courthouse Square, Portland, OR



- Former site of parking garage
- National design competition
- Planned concurrently with MAX light rail system
- Friends of Pioneer Square raised money through sale of bricks, other items
- Opened in 1984, became Tri-Met hub in 1986
- Portland Streetcar in 2001

# How other cities created Gateways...?

- Denver Union Station – 16<sup>th</sup> St. Mall



# STAKEHOLDER UPDATES





Austin Watershed Protection

Bicycle Advisory Council

Downtown Austin Alliance

Rail Yard **Apartments** HOA

Hilton  
Austin

315 Sabine St.

Waller Creek  
Conservancy

Planning & **Development**

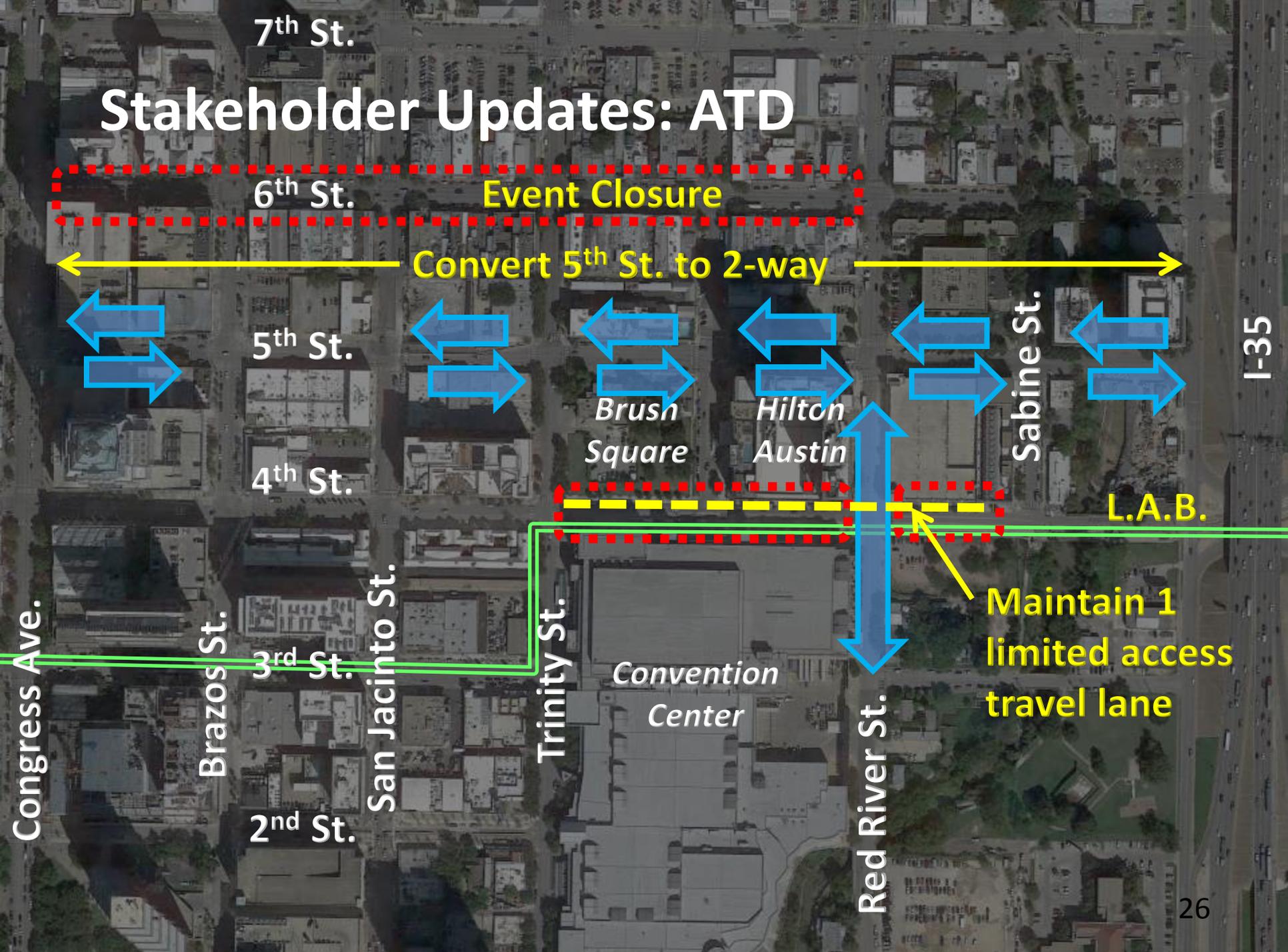
Austin Transportation

Austin Fire & EMS

Austin Convention Center



# Stakeholder Updates: ATD



# Stakeholder Updates: CC & Hilton

5th St.

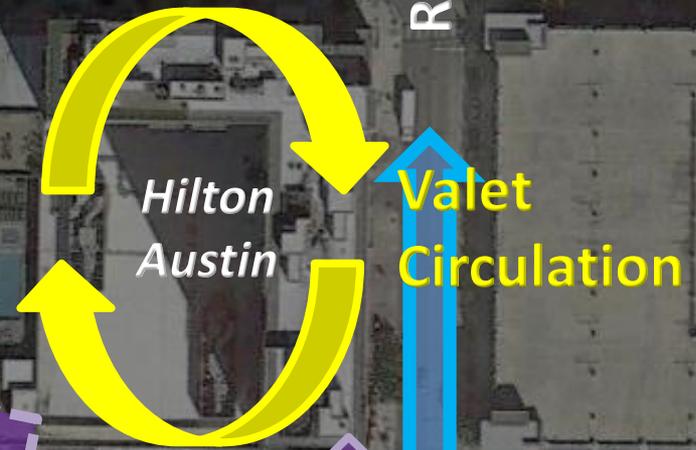
Red River St.

Repurposed Fire Station With Services

Museums

Brush Square Park

Neches St.



4th St.

Ped. Access

Ped. Access

Hilton-Convention Center Connector



Convention Center

Evaluate Noise & Vibration

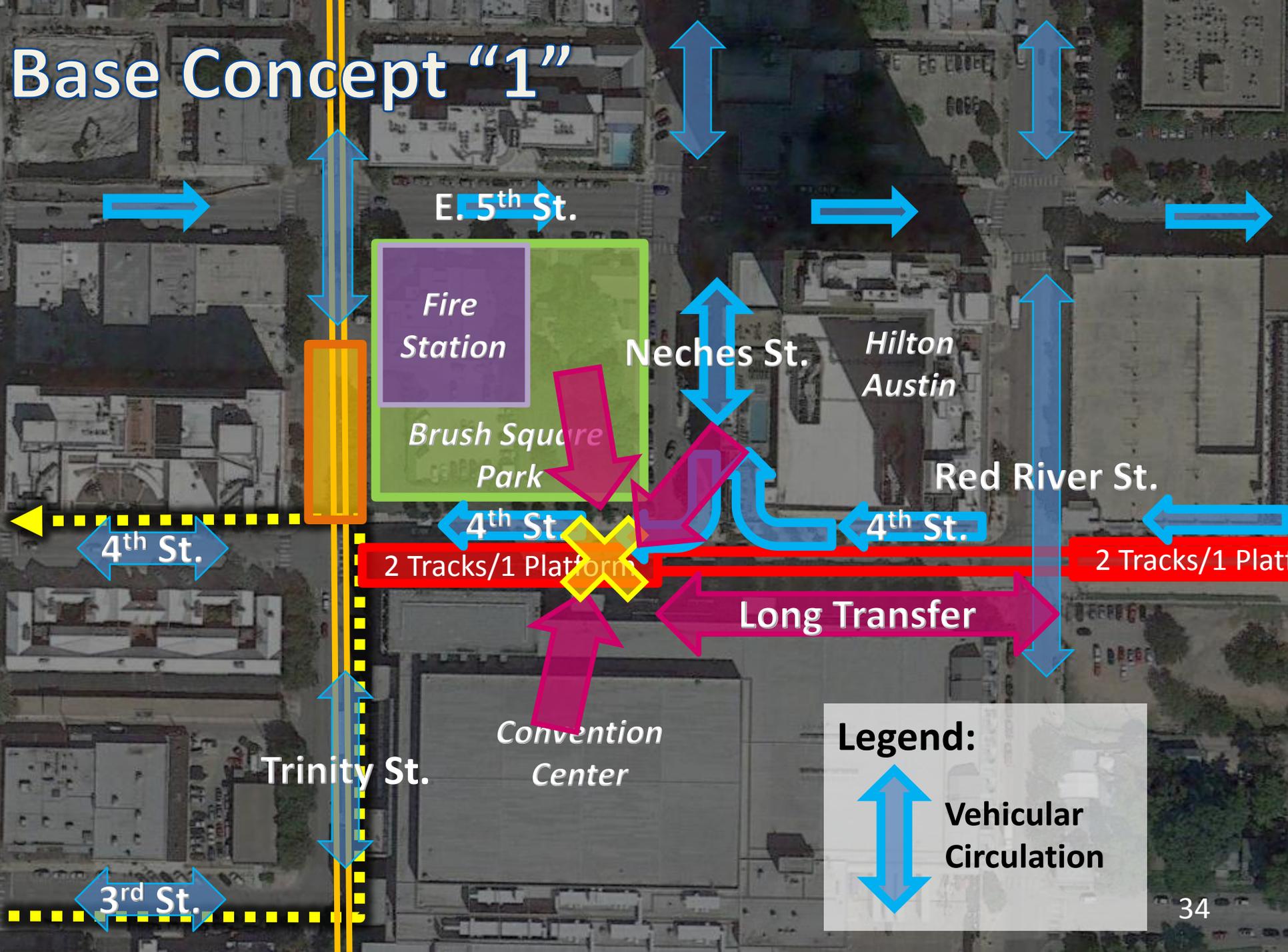
Maintain Outdoor Event Space

Red River Access

Trinity St.

3rd St.

# Base Concept "1"



E. 5th St.

Fire Station  
Brush Square Park

Neches St.

Hilton Austin

Red River St.

4th St.

4th St.

2 Tracks/1 Platform

2 Tracks/1 Platform

Long Transfer

Convention Center

Trinity St.

Legend:

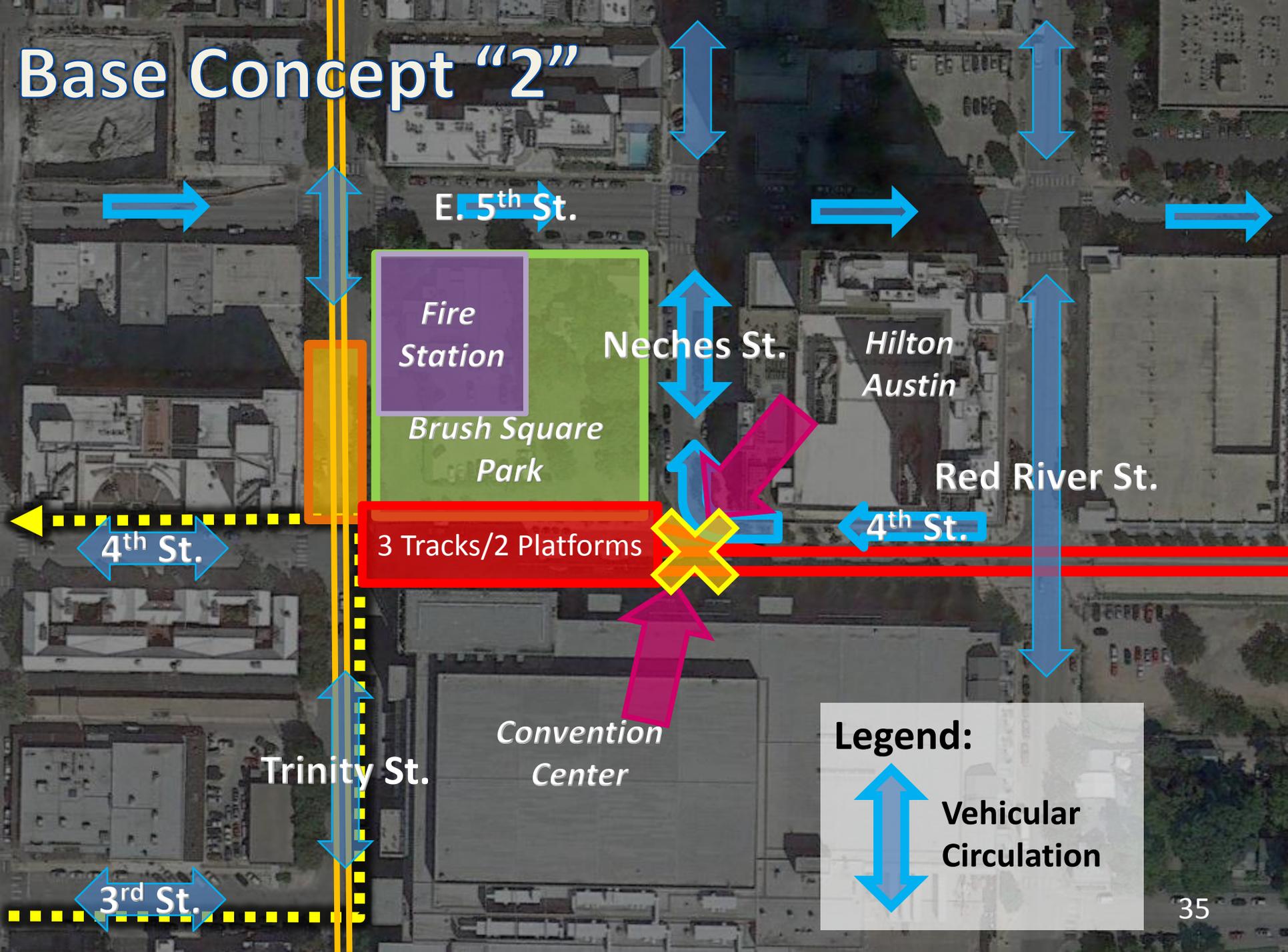


Vehicular Circulation

4th St.

3rd St.

# Base Concept "2"



E. 5th St.

Fire Station  
Brush Square Park

Neches St.

Hilton Austin

Red River St.

3 Tracks/2 Platforms

4th St.

4th St.

Convention Center

Trinity St.

3rd St.

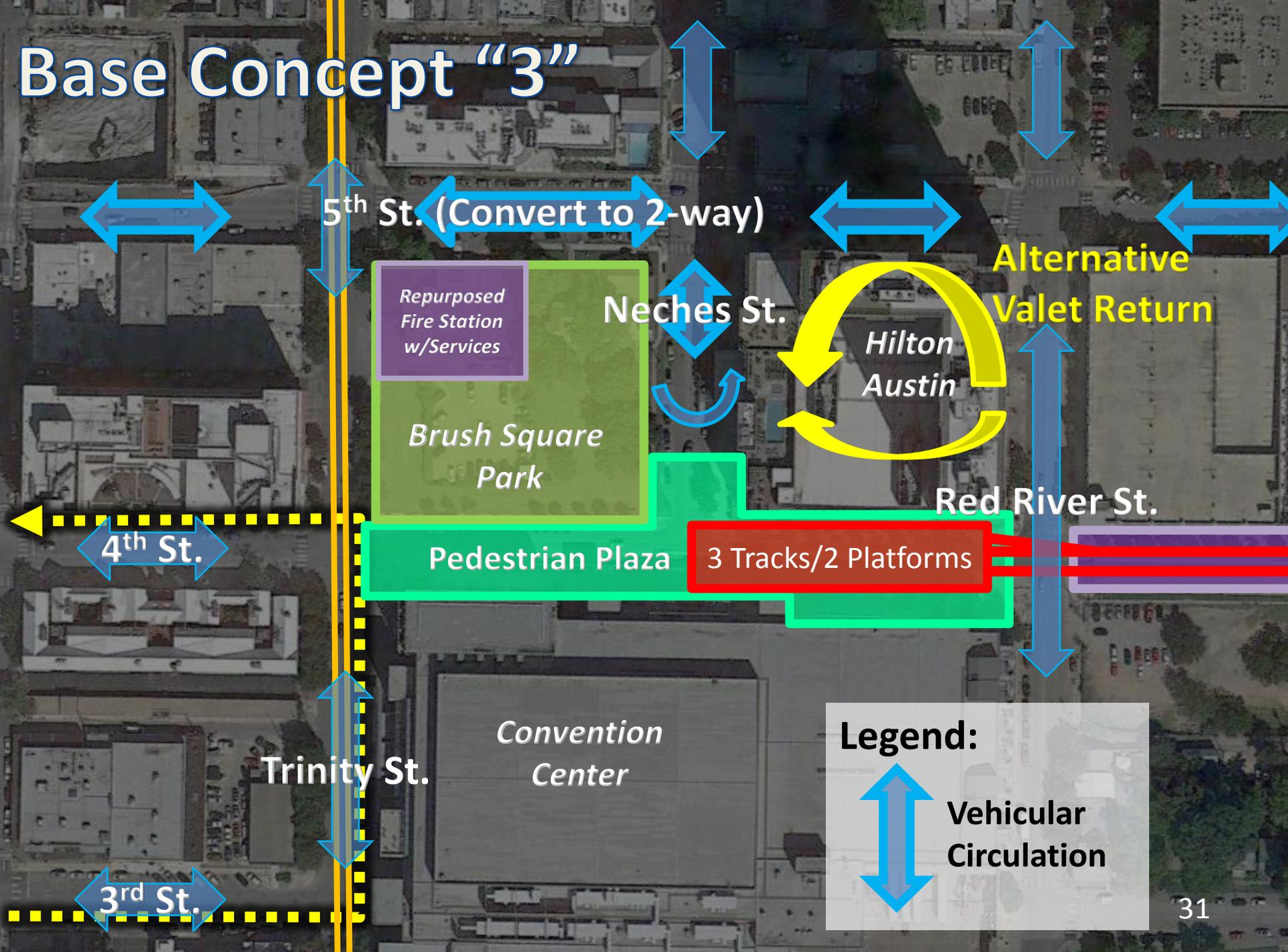
**Legend:**



Vehicular Circulation

Criteria	1	2	3	4	5
	How well does the solution meet criteria?				
<b>Capital Metro Operational Needs</b> - 3 platform positions, 2 bus bays	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
<b>Capital Metro User Experience</b> - ease of transfers, accessibility	☆	☆☆☆	☆☆☆☆	☆☆☆	☆
<b>Top Constraints</b> (from 5/23 workshop)					
Relocate AFD/EMS Function	☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆	☆
Presence of multimodal hub and consider future expansion	☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆	☆
4th, 5th, Neches, Red River traffic circulation	☆☆☆☆	☆☆☆☆	☆☆☆	☆☆☆☆	☆☆☆☆☆
LAB alignment & pedestrian connectivity to nearby areas (such as Waller Creek)	☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆	☆☆☆
Hilton and Convention Center operations, access, and plans	☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
<b>Top Functions</b> (from 5/23 workshop)					
Gateway for downtown Austin	☆☆	☆☆☆	☆☆☆☆☆	☆☆☆☆	☆☆
Pedestrian circulation & connectivity	☆	☆☆	☆☆☆☆☆	☆☆☆☆	☆☆
Front yard for CC/Hilton/flexible diverse use public space	☆	☆	☆☆☆☆☆	☆☆☆☆	☆☆
Public services (restroom, water, etc.)	☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Vehicular circulation & connectivity	☆☆☆☆	☆☆☆	☆☆☆	☆☆☆☆	☆☆☆☆☆
<b>Other Stakeholder Needs</b>					
Consider connector bridge concepts	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Allow for valet/parking circulation	☆☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆☆
Maintain pedestrian crossings of 4th Street	☆☆☆	☆☆☆	☆☆☆☆☆	☆☆☆☆	☆☆☆☆
Maintain Red River service access and circulation	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Maintain CC & Hilton ingress/egress	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Maintain recently added event space along 4th Street	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Noise/vibration between CC & Hilton	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆☆
Consider ongoing operations & maintenance funding for park/plaza	☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆
Maintain Car2Go car sharing operations	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆
Maintain B-Cycle bike sharing operations	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆

# Base Concept "3"



5th St. (Convert to 2-way)

Repurposed Fire Station w/Services

Brush Square Park

Neches St.

Hilton Austin

Alternative Valet Return

Red River St.

4th St.

Pedestrian Plaza

3 Tracks/2 Platforms

Trinity St.

Convention Center

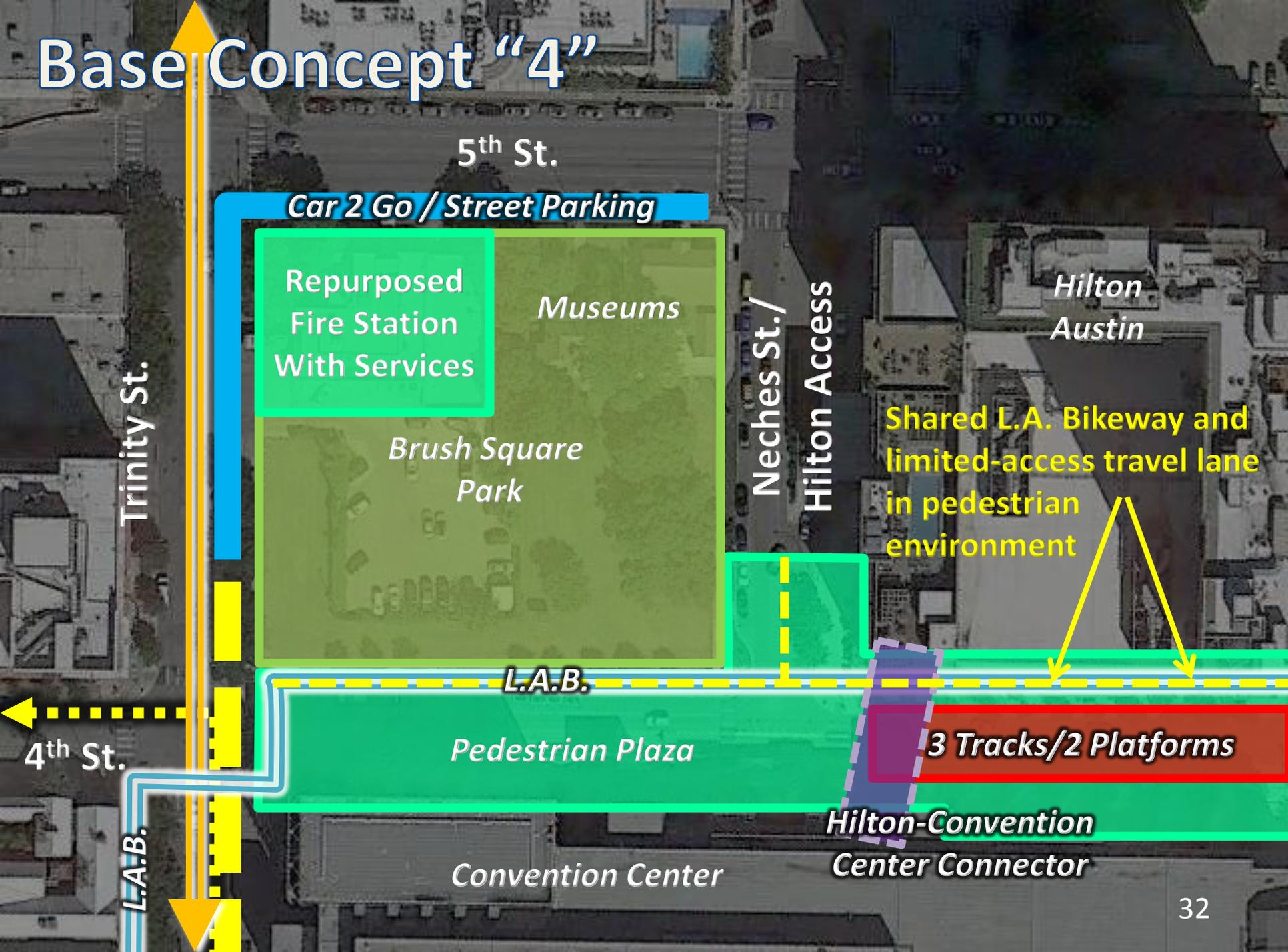
3rd St.

**Legend:**

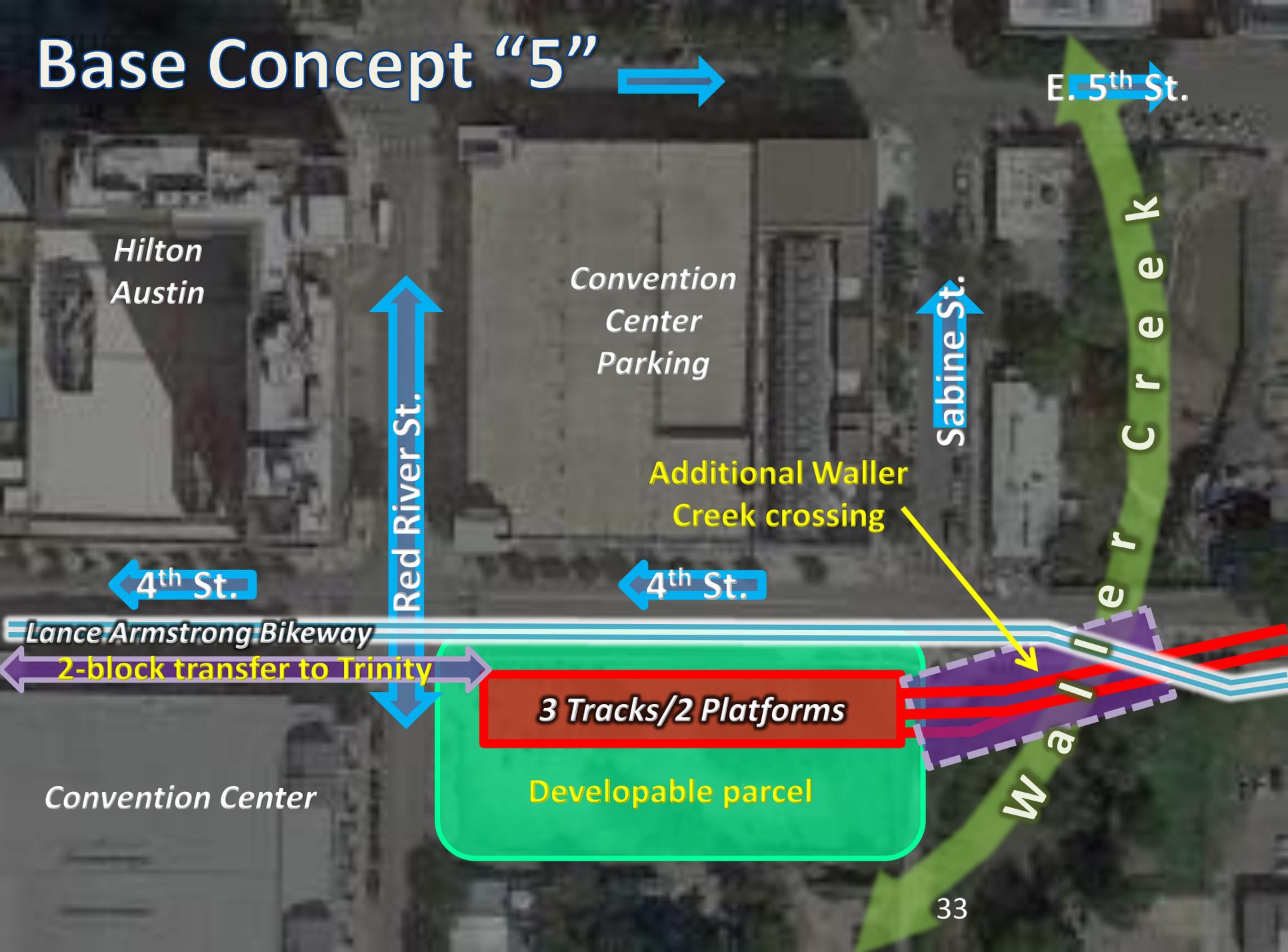


Vehicular Circulation

# Base Concept "4"



# Base Concept "5" →



Hilton Austin

Convention Center Parking

E. 5th St.

Red River St.

Sabine St.

4th St.

4th St.

Additional Waller Creek crossing

Lance Armstrong Bikeway

2-block transfer to Trinity

3 Tracks/2 Platforms

Developable parcel

Waller Creek

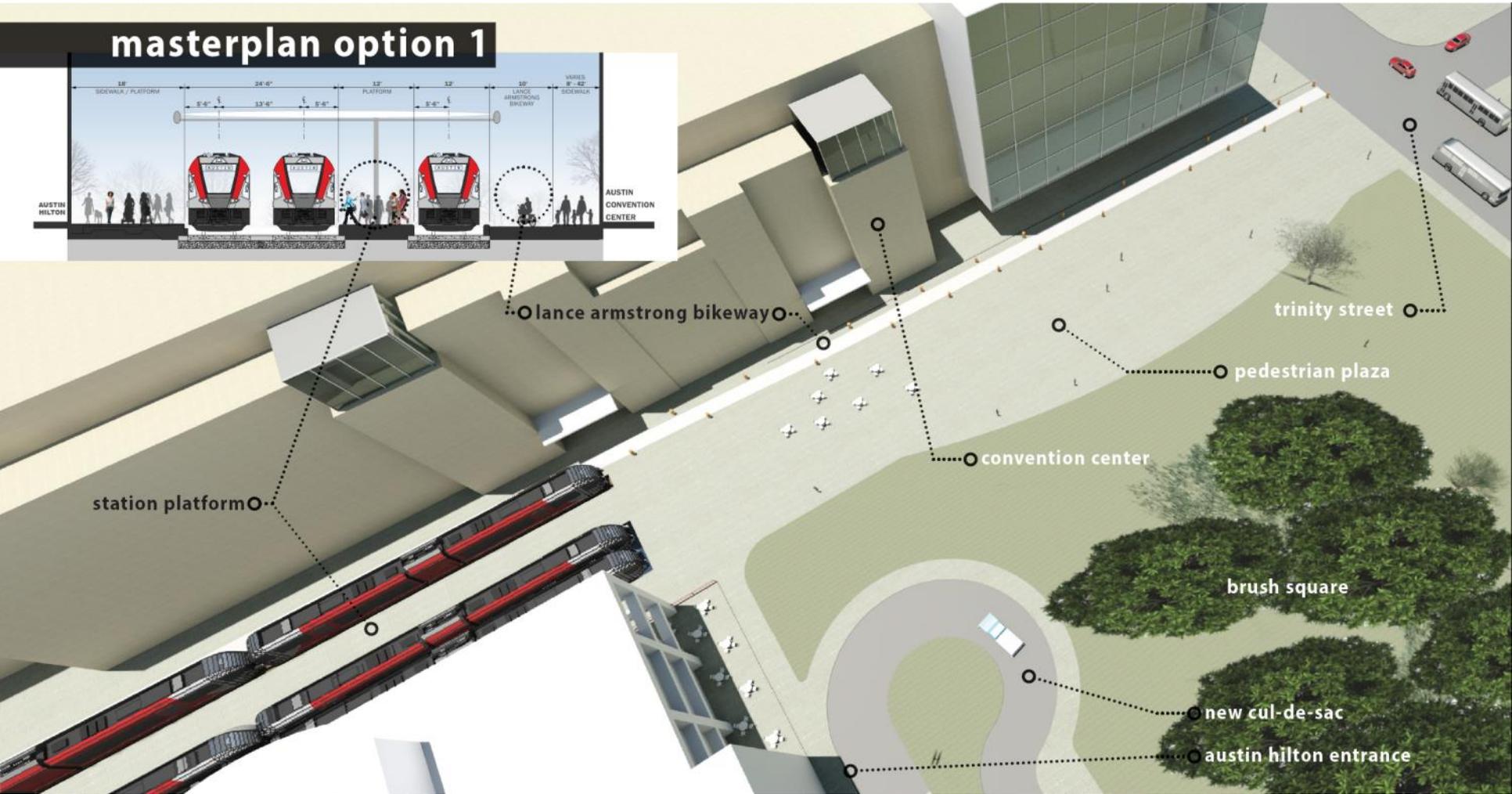
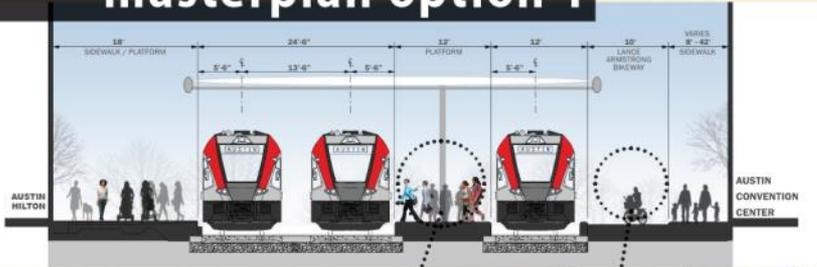
Convention Center

*Elements of Concepts 3 and 4  
address the stakeholder-defined  
criteria best and will be  
advanced to the next phase*



# Concept "3"

## masterplan option 1

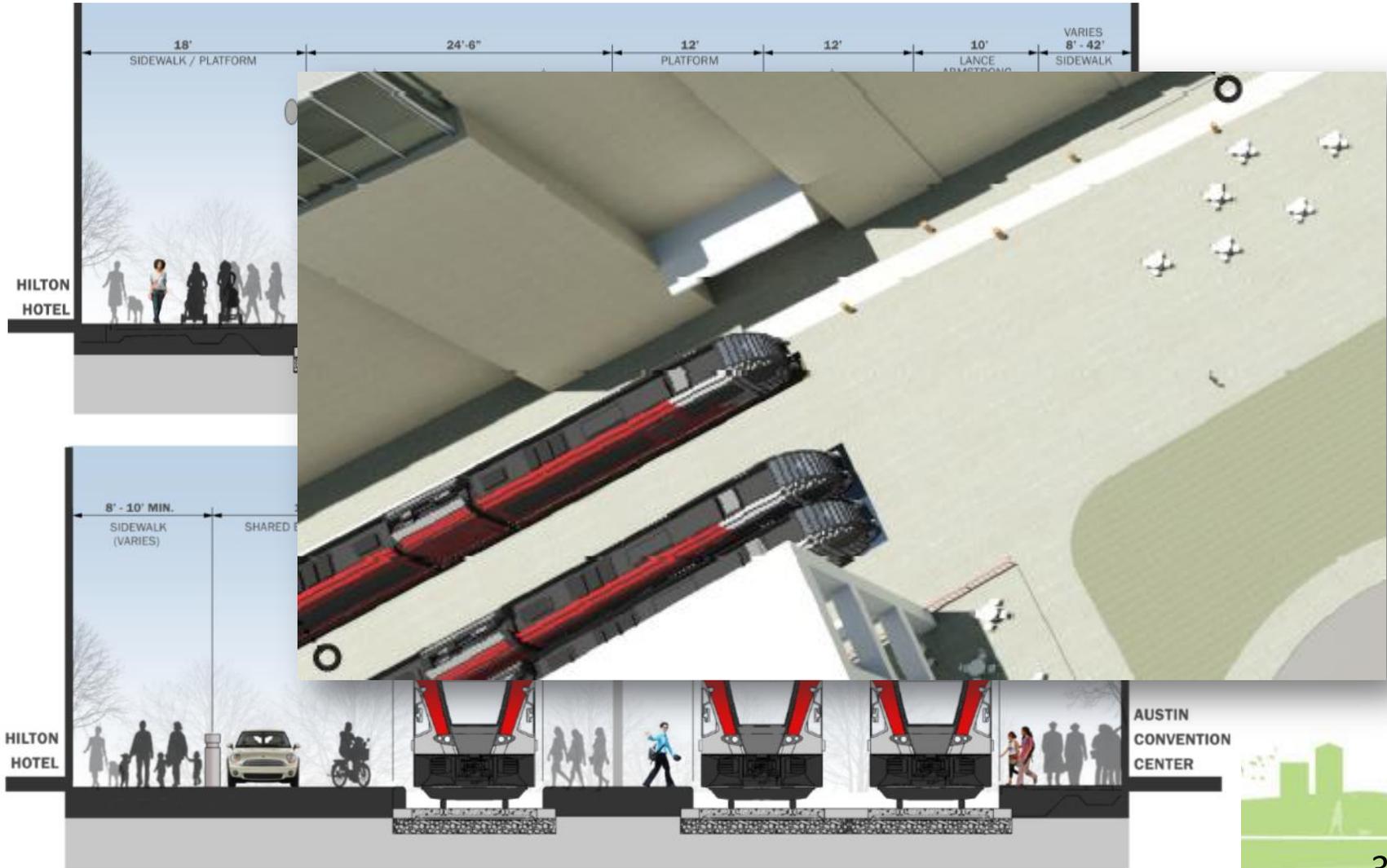




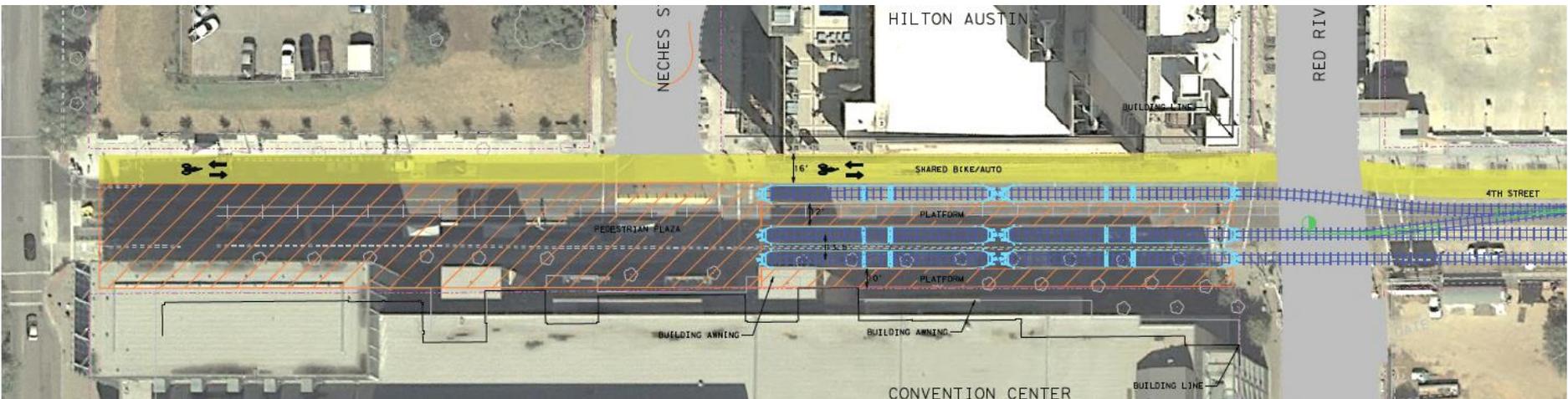
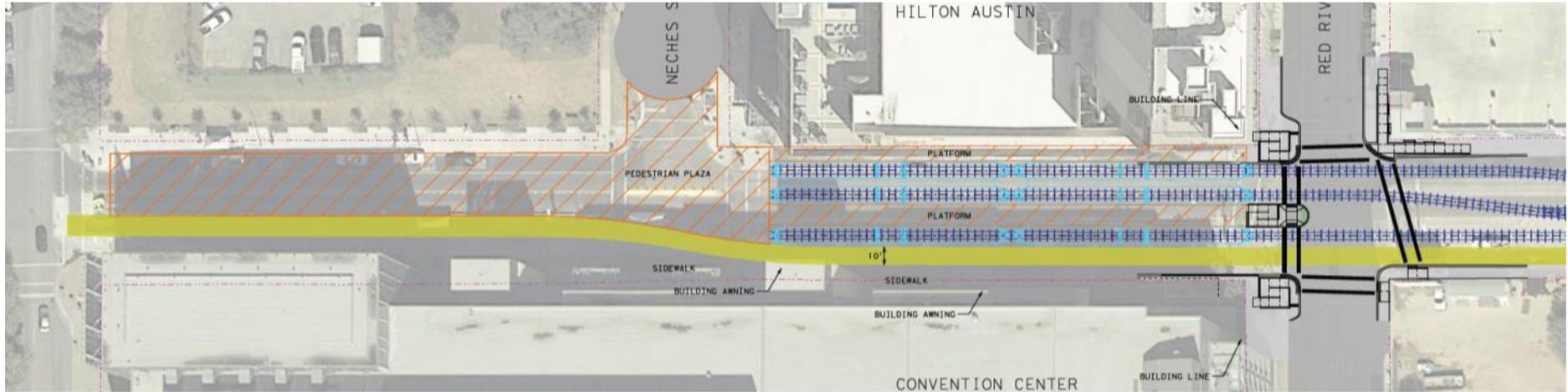
# DESIGN CONSIDERATIONS



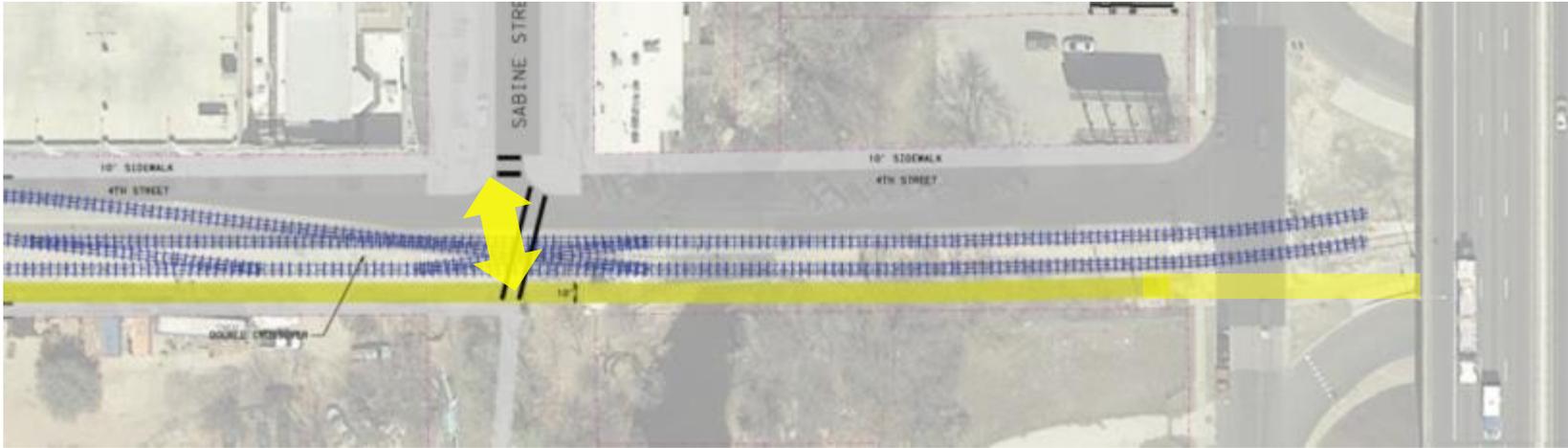
# Details – Lowering tracks



# Details



# Details



# Details – Waller Creek & Sabine

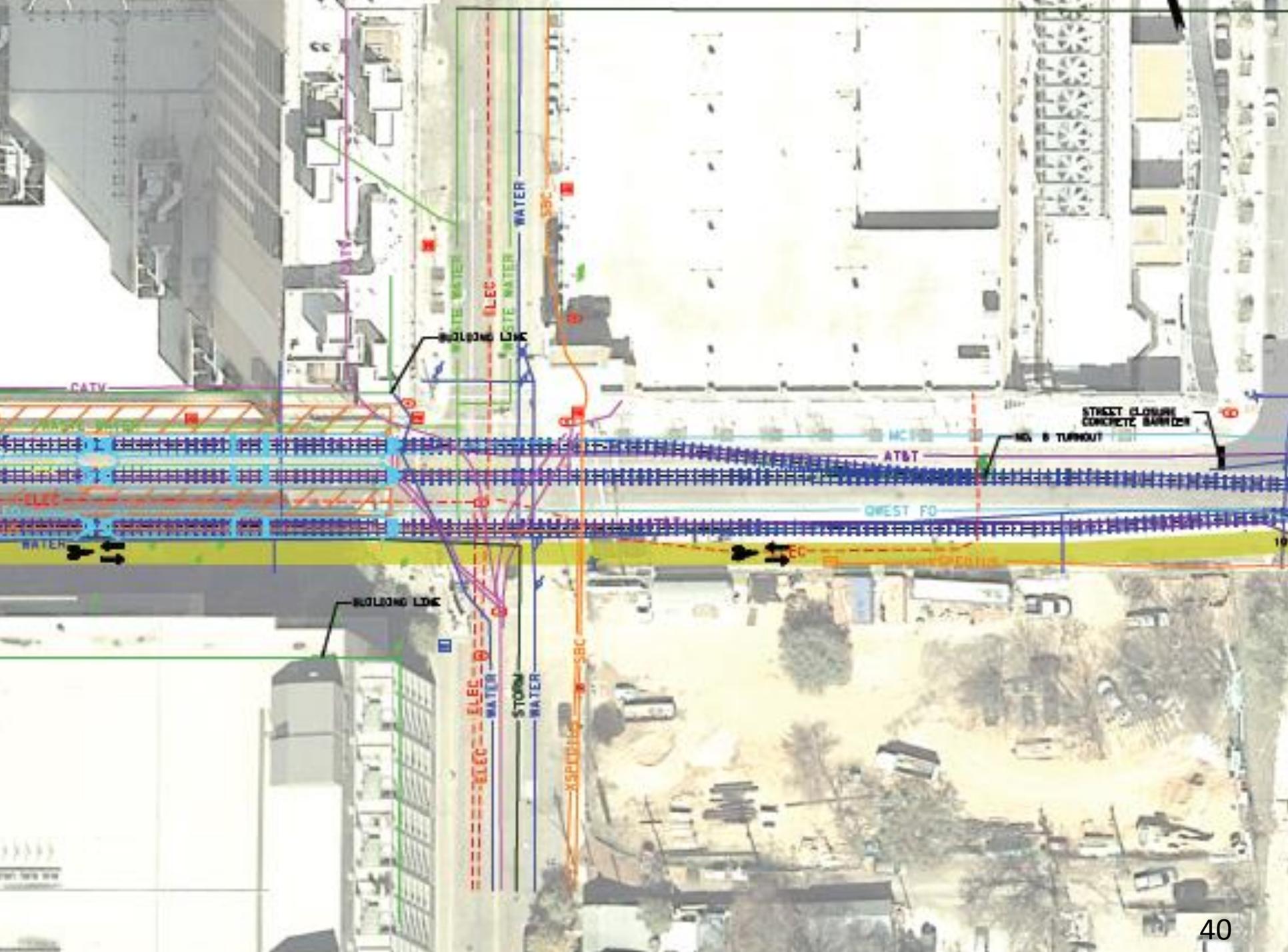
- Existing rail bridge can remain as part of a phased approach
- R/W width is sufficient to add new bridge for 2<sup>nd</sup> track, roadway lane, and sidewalk
- Future phase of work could replace old rail bridge and L.A.B. bridge
- Sabine/4<sup>th</sup> Rail-Trail crossing practice warning devices



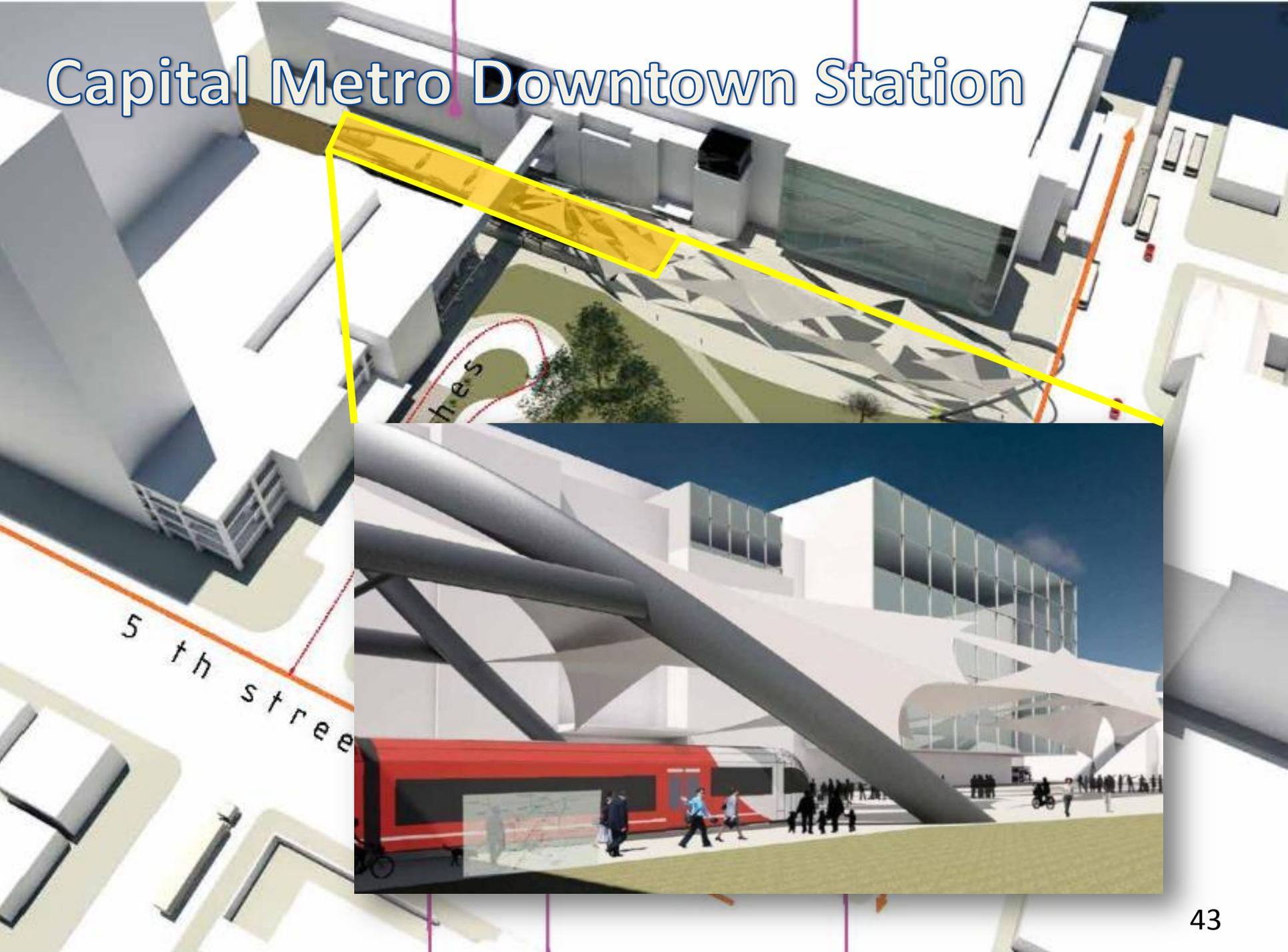
# Details - Utilities

- To define magnitude cost allowance
- Records research & Austin Utility Location Coordination Committee (AULCC)





# Capital Metro Downtown Station

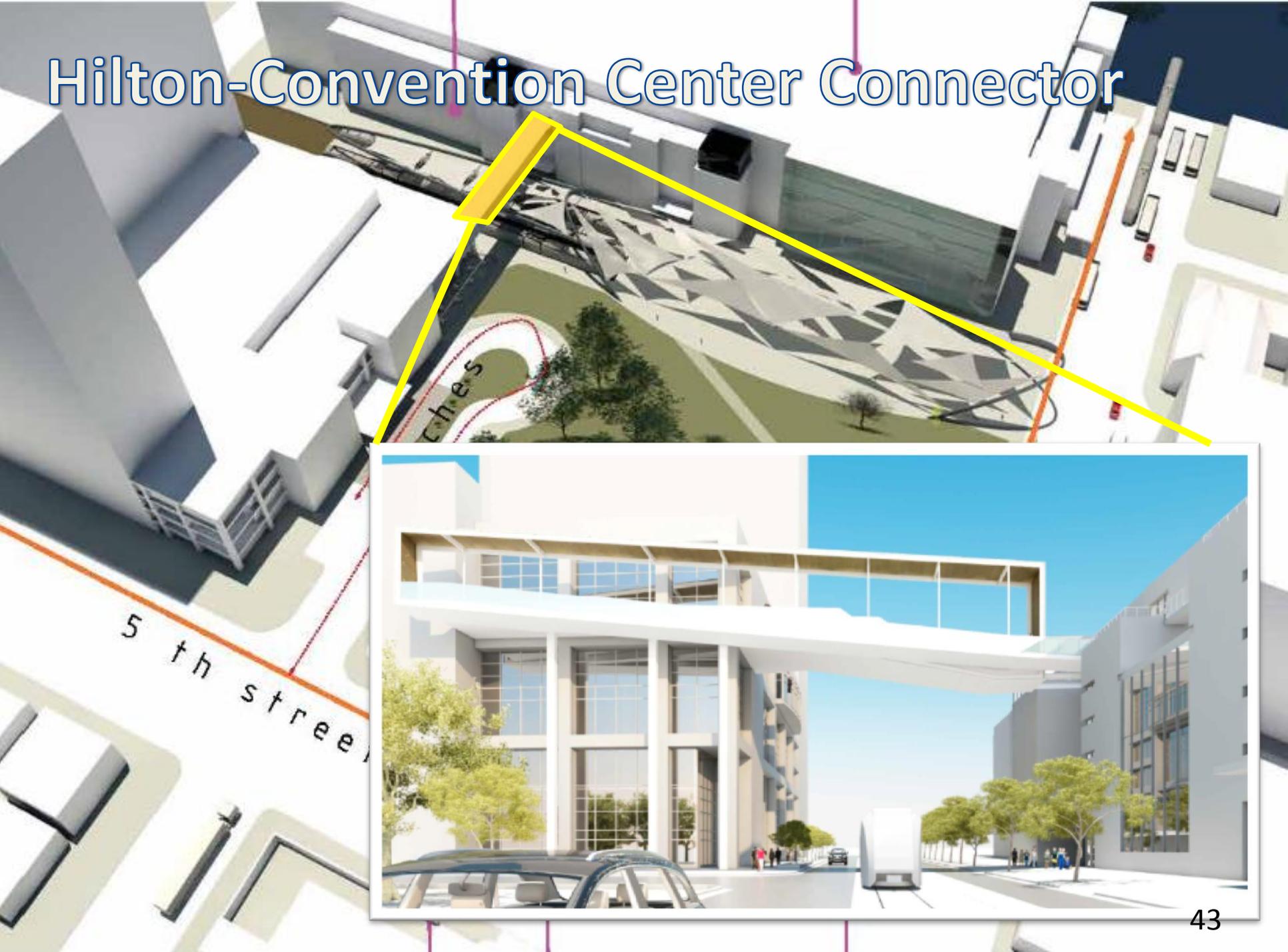


# Brush Square

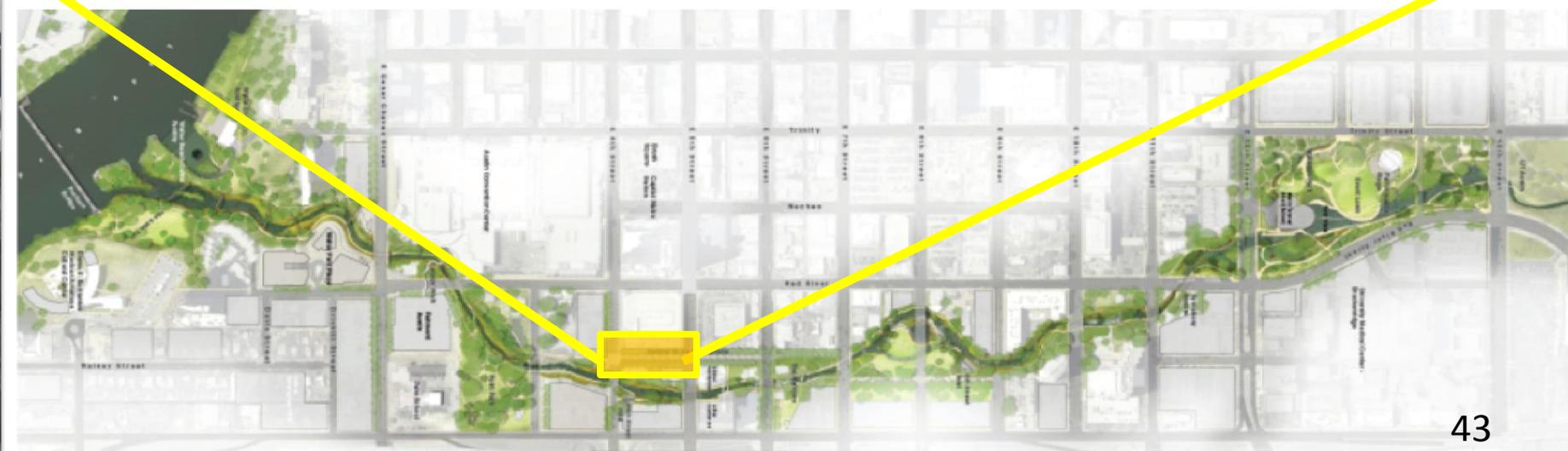
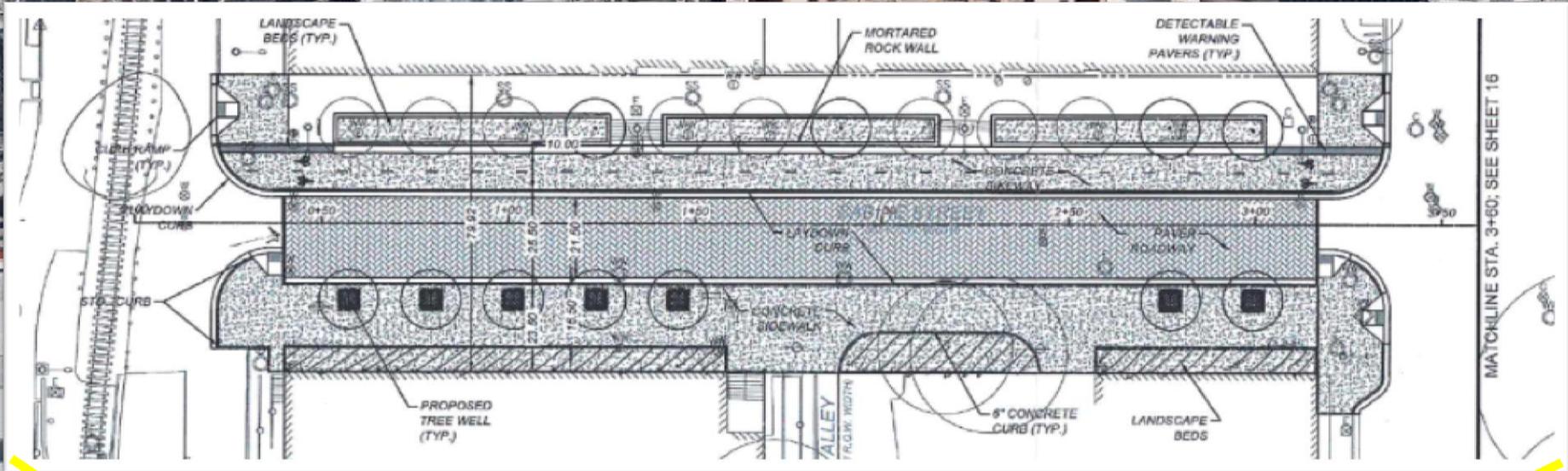


Trinity Street

# Hilton-Convention Center Connector



# Sabine St. Promenade



# Our urban fabric... the vision

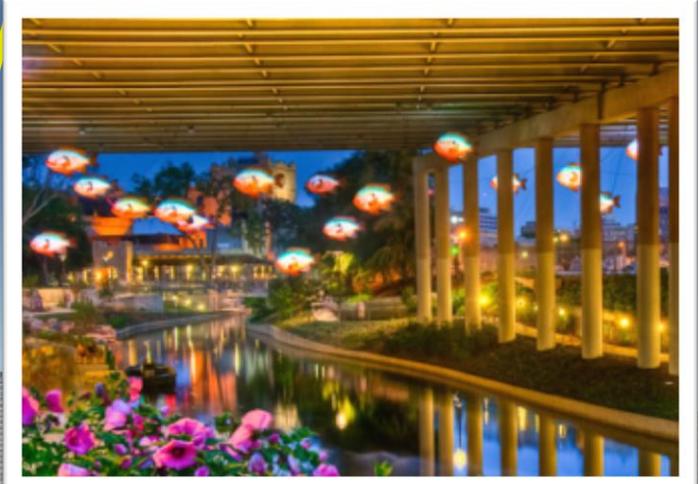




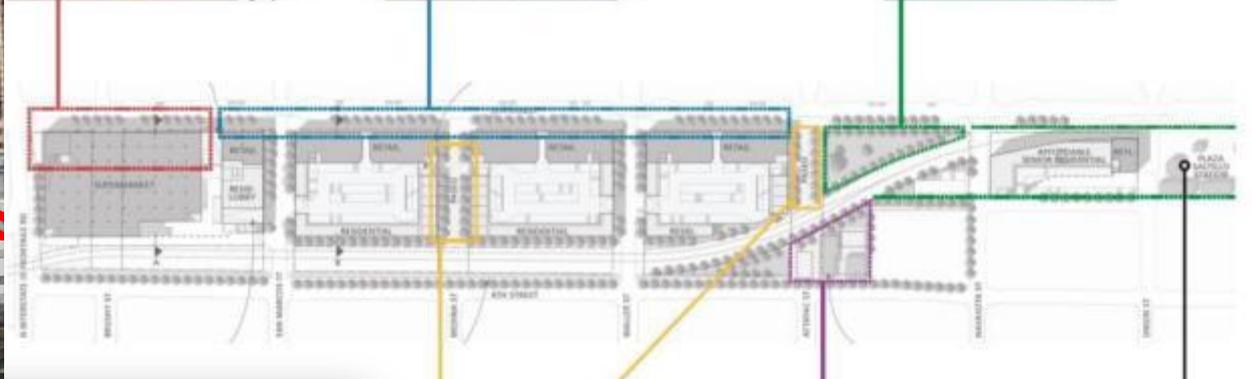
# Waller Creek



# Reconnecting East to West

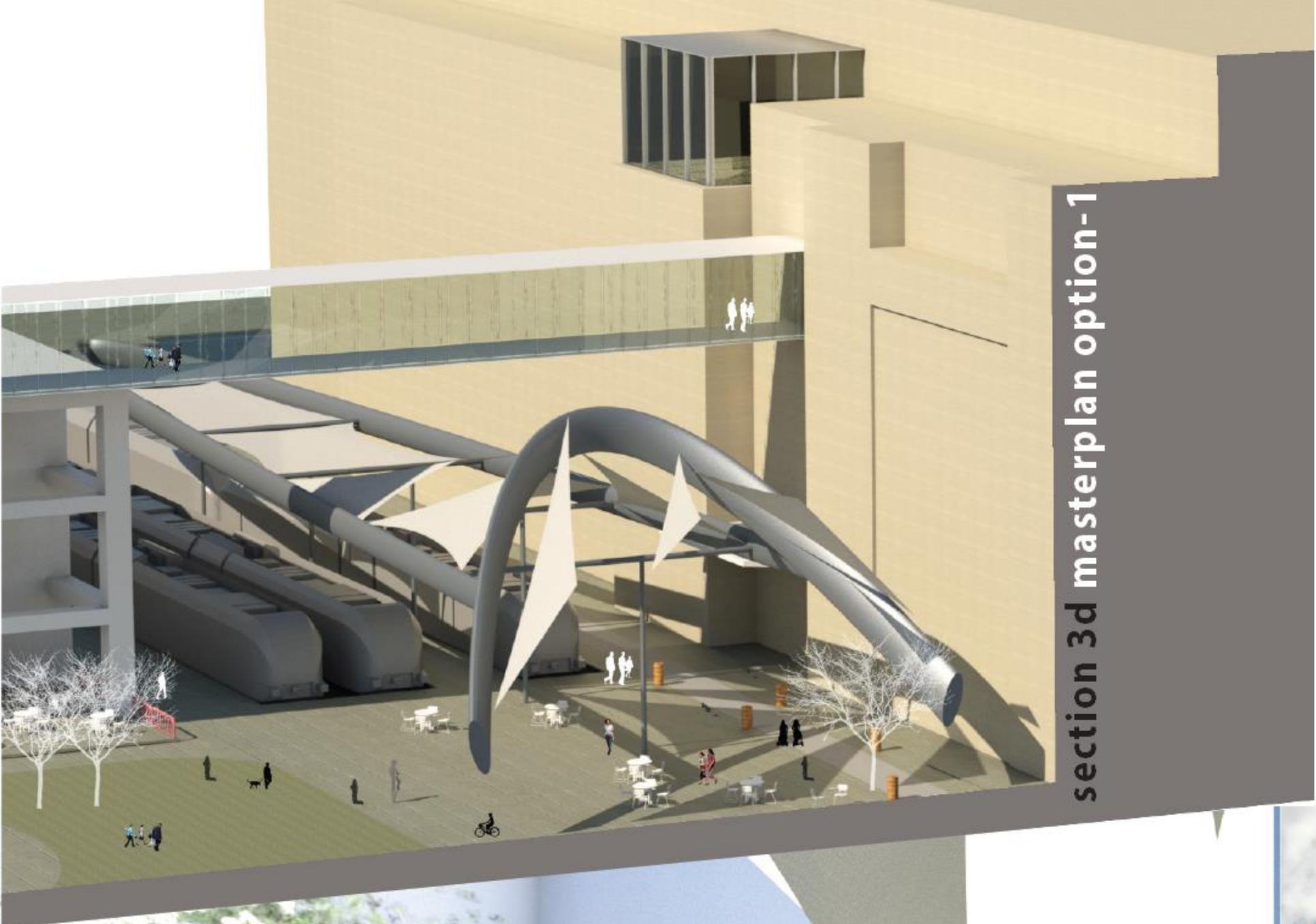


# Plaza Saltillo





**section 3d masterplan option-2**



**section 3d masterplan option-1**

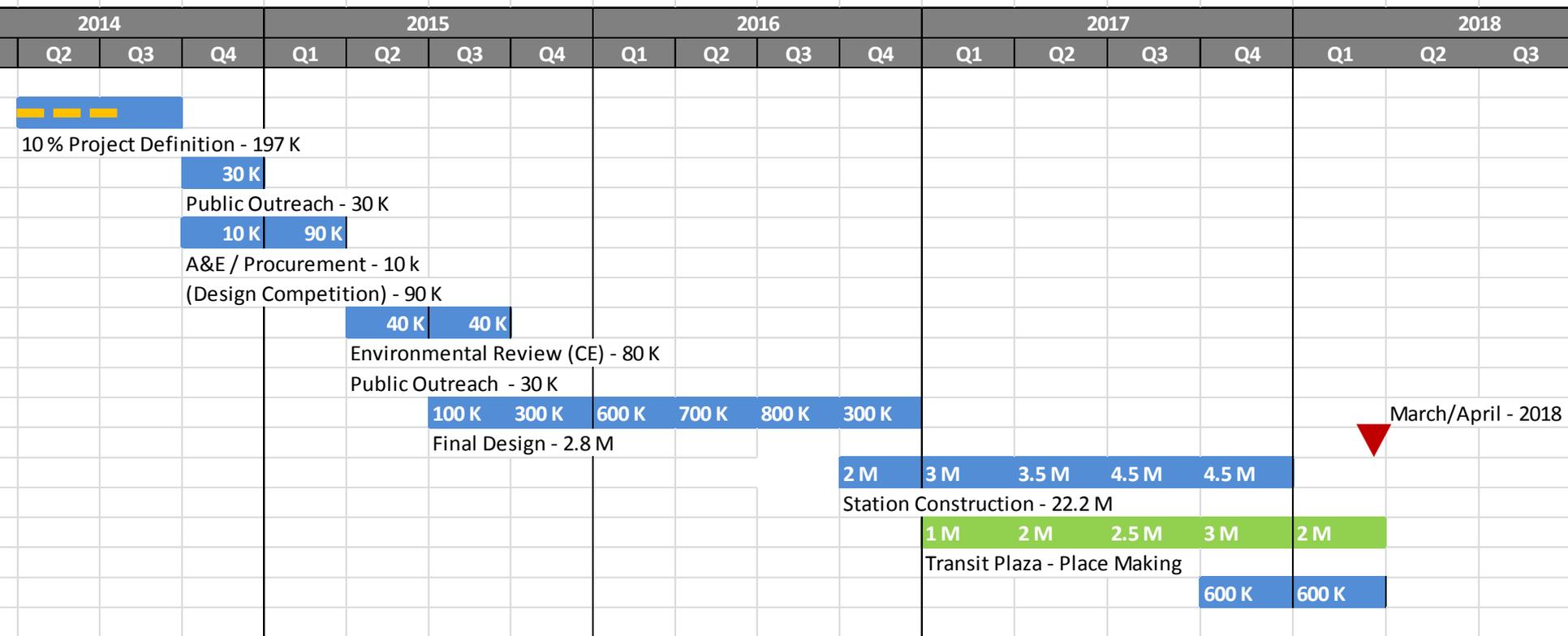
*What other items should be considered during next design phase?*



# Implementation Timeline

## PC - MetroRail / Downtown Station - Gateway Initiative

### Preliminary Time Line & Expenditures





Thank you!

